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Now have on hand the most complete line of screen doors, wire cloth and screen moulding ever received in Holbrook. Get their prices before placing your orders elsewhere.—Ady. tf.

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CHAS. OSBORNE, Postmaster.

I believe that all laws enacted for the protection of this industry should be strictly enforced, and that liberal bounties should be paid for the destruction of predatory wild animals.

(ADVERTIS

PRINTING

Hair Singed by Lightning.
A remarkable escape was experienced recently by a young man in Strirlingshire, Scotland. He chanced to be out on a moor in the Killearn district, during a thunderstorm. He was bareheaded, and during the heavy rainfall his hair got soaked. While crossing the moor his hair was badly singed by a flash of lightning, but otherwise he escaped injury.

Federal Inquiry or Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employees, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employes for the settlement of the controversy is as follows:

"Our conferences have demonstrated that we cannot harmonize our differences of opinion and that eventually the matters in controversy must be passed upon by other and disinterested agencies. Therefore, we propose that your proposals and the proposition of the railways be disposed of by one or the other of the following methods:

1. Preferably by referring the matter to the Interstate Commerce Commission, the advantages of which, by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railways, is the best position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the needs of the country.
2. In case your proposals are found by the Commission to be just and reasonable, or, in the event the Interstate Commerce Commission cannot, under existing laws, make a decision in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or
3. By arbitration.

The Honorable the Secretary of the Federal Union (The National Association of Manufacturers)

Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employees are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as the public body to which this issue ought to be referred for these reasons:

No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence.

The rates the railroads may charge the public for transportation are now largely fixed by this Government board.

Out of every dollar received by the railroads from the public nearly one-half is paid directly to the employees as wages; and the money to pay increased wages can come from no other source than the rates paid by the public.

The Interstate Commerce Commission, with its control over rates, is in a position to make a complete investigation and render such decision as would protect the interests of the railroad employees, the owners of the railroads, and the public.

A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preferment of \$100,000,000 a year to these employes, now highly paid and constituting only one-fifth of all the employes, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

National Conference Committee of the Railways

ELISHA LEE, *Chairman*

P. R. ALBRIGHT, <i>Gen'l Manager</i> <i>Atlantic Coast Line Railroad</i>	G. H. EMERSON, <i>Gen'l Manager</i> <i>Great Northern Railroad</i>	N. D. MAHER, <i>Vice-President</i> <i>Norfolk & Western Railway</i>
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C. L. BERRY, <i>Gen'l Manager</i> <i>New York, New Haven & Hartford Railroad</i>	W. W. GRIER, <i>Gen'l Manager</i> <i>Cleveland, Columbus & Ohio Railway</i>	A. SCHOEYER, <i>Vice-President</i> <i>Pennsylvania Lines West</i>
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VILEY, <i>Act. Vice-President</i> <i>& Central Railway</i>	H. W. McMASTERC, <i>Gen'l Manager</i> <i>Wilmington & Lake Erie Railroad</i>	G. S. WAID, <i>Vice-President</i> <i>& Gen'l Mgr.</i> <i>Spokane Central Locom.</i>